



KOLOKOLOV, A. A.

"Thanatocoenoses of Mollusks in the Eastern Part of the Middle Caspian Sea,"  
Dok. AN, 26, No. 2, 1940. Mbr., Dept Marine Geology, All-Union Inst. Marine  
Fisheries & Oceanography, -1940-.

KOLCHKOV, A. A.

Geology - Ural Mountain Region

Buried topographic forms of the northwestern Trans-Ural region. Trudy MGIP.Ctd.geol., 1, 1951.

9. Monthly List of Russian Accessions, Library of Congress, June 195~~5~~, Uncl.

2

ZOROKHOVICH, Aleksandr Yefimovich, kandidat tekhnicheskikh nauk; ~~KOLOKOLOV,~~  
Aleksandr Aleksandrovich, inzhener; SKRIPKIN, Viktor Vasil'yevich,  
inzhener; OSADCHUK, G.I., inzhener, redaktor; KHITROV, P.A., tekhnicheskii redaktor

[Trains refrigerated by machinery] Poesda s mashinnym okhlozhdeniem;  
ustroistvo i ekspluatatsiya. Moskva, Gos. transp. zhel-dor. izd-vo,  
1956. 347 p. (MLRA 10:3)  
(Refrigerator cars)

ZOROKHOVICH, Aleksandr Yefimovich; KOLOKOLOV, Aleksandr Aleksandrovich;  
OSADCHUK, Grigoriy Ivanovich, inzh.; SKRIPKIN, Viktor Vasil'ye-  
vich; SELIVANOV, V.I., inzh., retsenzent; KHITROV, P.A., tekhn.  
red.

[Trains with mechanical refrigeration; construction, operation,  
maintenance, and repair] Poезда s mashinnym okhlazhdeniem; ustroi-  
stvo, ekspluatatsiia i remont. Izd.2., perer. i dop. Moskva, Vses.  
izdatel'sko-poligr. ob"edinenie M-va putei soobshcheniia, 1961. 371 p.  
(Railroads--Electric equipment) (MIRA 14:11)

KOLOKOLOV, A.A.; SHCHETININ, N.V.; MIRONOV, N.I., inzh., retsenzent;  
ZUYEV, Yu.F., inzh., retsenzent; KRAYNOV, B.P., inzh.,  
retsenzent; BRAYLOVSKIY, N.G., inzh., red.; VOROTNIKOVA,  
L.V., tekhn. red.

[Internal combustion engines for refrigerator rolling stock]  
Dvigateli vnutrennego sgoraniia izotermicheskogo podviahnogo  
sostava. Moskva, Transzheldorizdat, 1963. 219 p.

(MIRA 16:7)

(Internal combustion engines)  
(Refrigerator cars)

KOLOKOLOV, B.A., (Birk Bashkirekoy ASSR.)

Refracting telescopes made in school. Fiz. v shkole 17 no.1:

75 Ja-F '57.

(MLRA 10:2)

(Telescopes)

DOKUNIKHIN, N. S., KOLOKOLOV, B. N.

Effect of the nature and position of halogen on the behavior of monohaloanthraquinones in paper chromatography. Zhur. VKHO 7 no.5:597 '62. (MIRA 15:10)

1. Gosudarstvennyy nauchno-issledovatel'skiy institut organicheskikh poluproduktov i krasiteley.

(Anthraquinone) (Halogen)  
(Paper chromatography)



ZAYTSEV, B.Ye.; POZDYSHEV, V.A.; KOLCKOLOV, B.N.

Frequencies and integral intensities of absorption bands of carbonyl groups in the infrared spectra of dichloroanthraquinone isomers. Zhur. prikl. spekt. 2 no.6:554-557 Je '65. (MIRA 18:7)

DOKUNIKHIN, N.S.; KOLOKOLOV, B.N.

Paper chromatography of anthraquinone derivatives. Chloroanthraquinones.  
Zhur. anal. khim. 20 no.3:398-400 '65. (MIRA 18:5)

1. Nauchno-issledovatel'skiy institut poluproduktov i krasiteley,  
Moskva.

KOLCKOLOV, E. P.

"The Use of Broad-Band Wedge Shaped Piezoelectric Transducers in the Pulse Method."

paper presented at the 4<sup>th</sup> All-Union Conf. on Acoustics, Moscow, 26 May - 4 Jun 58.

KOLOKOLOV, I.

Technical school training for workers without break in production.  
Avt. transp. 34 no.8:24 Ag '56. (MLRA 9:10)

1. Direktor Kiyevskogo avtomobil' no-dorozhnogo tekhnika.  
(Kiev--Technical education)

KOLOKOLOV, K. M.

Kolokolov, K. M. - "Theory of track drive (for transporters and conveyers)," Trudy Novocherkas. politekhn. in-ta im. Ordzhonikidze, Vol. XX, 1948, p. 23-41

So: U-3566, 15 March 53, (Letopis 'Zhurnal 'nykh Statey, No. 13, 1949)

KOLOKOLOV, I. M., dotsent, kandidat tekhnicheskikh nauk.

Theory of caterpillar drives; the guiding chain gear. Nauch.  
trudy NPI 30(44):63-82 '55. (MLBA 9:11)  
(Linkbelting)

PYATNITSKIY, A.A., prof.; MONAKHOV, I.F., dotsent, otv.red.; KRAVCHENKO,  
K.F., dotsent, red.; KOLOKOLOV, K.M., dotsent, red.; MONAKHOV,  
I.F., red.; POGREBISOVA, L.V., red.isd-va; NAUMOVA, Yu.A., tekhn.red.

[Introduction to the theory and practice of strain measurement]  
Vvedenie v teoriyu i praktiku tensometrizovaniia. Novocherkassk,  
Redaktsionno-isdatel'skii otdel NPI, 1960. 72 p.

(MIRA 14:6)

(Strain gauges)

KOLOKOLOV, Mikhail Veniaminovich; KOMOVSKIY, Vadim Romanovich;  
MON'YAKOV, Nikolay Vasil'yevich; PASHENTSEV, I.D., red.

[Standardized transistor components for use in the construction of automatic control systems] Tranzistornye unifitsirovannye elementy dlia postroeniia skhem avtomatiki. Leningrad, 1964. 22 p. (Leningradskii dom nauchno-tekhnicheskoi propagandy. Obmen peredovym opytom. Seriya: Pribory i elementy avtomatiki, no.4) (MIRA 17:7)



BORISENKO, L.I., inzh.; KOLOKOLOV, M.V., inzh.

Concerning some designations in transistor circuits. Avtom.  
telem. i sviaz' 8 no.2:13-15 F '64. (MIRA 17:6)

KOLOKOLOV, M.V., inzh.; MON'YAKOV, N.V., inzh.

Standardized semiconductor automatic control system components.  
Avtom. i telem. i svyaz' 8 no.11:10-13 N '64.

(MIRA 17:12)

KOLOKOLOV, M.V., inzh.; BORISENKO, L.I., inzh.

Reliability of transistor switching circuits. Avtom., telem. i  
sviaz' 9 no.7:5-7 J1 '65. (MIRA 18:8)

Kolokolov, N. M.

I D Number 940657

Puti skorostnogo stroitel'stva iskusstvennykh sooruzheniy na zheleznodorozhnom transporte. Moscow, 1940.  
122p.

Booklet containg report on the accelerated constructio of artificial railways installations such as bridges, culverts, embankments, trestles, etc; published as a govt. transport railroad edition.

ANDREYEV, N.P.; KOLOKOLOV, N.M., inzhener, redaktor.

[Progressive work methods for constructors of railroad bridges] *Peredovye metody truda stroitelei zheleznodorozhnykh mostov.* Moskva, Gos. transp. zhel-dor. izd-vo, 1953. 41 p. (MLRA 7:6)  
(Bridges--Construction)

KOLOKOLOV, N.

""The News in the Building of Bridges," Building Gazette, 23 Feb 55, page 4.

Deputy Chief of Technical Administration, Ministry of Transport Construction, USSR

Review - D 178621, 24 Feb 55

KOLOKOLOV, Nikolay Mikhaylovich, inzhener; LITVIN, G.A., kandidat tekhnicheskikh nauk, redaktor; YUDZON, D.M., tekhnicheskii redaktor

[Prefabricated reinforced concrete pile bridges] Sbornye zhelezobetonnye svainye mosty. Moskva, Gos.transp.zhel-dor. izd-vo, 1955.  
221 p. (MIRA 9:3)

(Bridges, Concrete)

KOLOKOLOV, N., brigadir kirpichnogo zavoda; YAZHCUNOVICH, P., gruzchik;  
IVASHIN, Ye., sortirovshchik; KALENIK, I., gruzchik; PLEGENTOV, N.,  
sortirovshchik; MATNENKO, G., gruzchik; FEDOSHENKO, L., rabotnitsa  
kirpichnogo zavoda.

Powerless shop committee. Sov.profsoiuzy 4 no.11:76-77 N '56.  
(MIRA 10il)

(Lumbering)



KOLOKOLOV, N.M., inzhener.

Caissonless foundations for large bridges. Transp.stroi. 6 no.6:4-8  
Je '56. (Bridge construction) (MIRA 9:9)

Kolekelev, N.M.

LADYCHENKO, K.D., kandidat tekhnicheskikh nauk.

Book on precast concrete bridges (Precast reinforced concrete pile  
bridges." N.M.Kolekelev. Reviewed by K.D.Ladychenko). Transp.stroi.6  
no.7:31-32 J1 '56. (Bridges, Concrete) (MIRA 9:10)  
(Kolekelev, N.M.)

**KOLOKOLOV, N.M., inzhener; SILIN, K.S., inzhener.**

Experience making and using centrifuged tubular reinforced concrete  
elements in China. Bet. i shel.-bet. no.7:249-253 J1 '56.(MLRA 9:9)  
(China--Reinforced concrete)

KOLOKOLOV, NIKOLAY MIKHAYLOVICH

SILIN, Konstantin Sergeyevich; ~~KOLOKOLOV, Nikolay Mikhailovich~~; ZELEVICH,  
P.M., inzhener, redaktor; BOBROVA, Ye.H., tekhnicheskiy redaktor

[Pile foundations for large bridges; experience in building a bridge  
across the Yangtze River in the Chinese People's Republic] Svalnye  
fundamenty bol'shogo mosta; iz opyta stroitel'stva mosta cherez  
r. Iantzy v Kitaiskoi Narodnoi Respublike. Moskva, Gos.transp.shel-  
dor. izd-vo, 1957. 43 p. (MLRA 10:9)  
(Wuhan--Bridges--Foundations and piers)

KOLOKOLOV, N.M., inzhener.

Device for climbing round reinforced concrete poles. Transp.  
stroi. 7 no.1:28 Ja '57. (MLRA 10:3)  
(China--Electric lines--Poles)

AUTHOR: Kolokolov, N.M., Engineer.      SOV/97-57-11-5/10

TITLE: Reinforced Concrete Bridges in USSR. . . . (Zhelezobetonnoye mostostroyeniye v SSSR).

PERIODICAL: Beton i Zhelezobeton, 1957, Nr 11, pp 448-452.

ABSTRACT: The first large reinforced concrete bridge was built in 1931/32 by the Mostotrest (See Figure 1), the technicians associated therewith being: N.P. Bogdanov, M.A. Kiyenya and Engineer Kolokolov the designer. The Mostotrest also constructed two arched reinforced concrete bridges in 1937/38 (Figure 2) and a bridge over a canal imeni Moscow. The main spans of these bridges are 120m. The reinforced concrete arched bridge across the Volga has an original design: its spans are 127m. All the aforementioned bridges were constructed with the use of monolithic concrete mark - up to 300kg/cm<sup>2</sup>. The first example of a reinforced concrete precast bridge was the one over the river Neva in Leningrad, designed by G.P. Perederiy; it has a span of 101m. In 1951/52 the Mostotrest was engaged in the construction of monolithic arched bridges over the river Dnepr (see Figures 3 and 4). Some

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Reinforced Concrete Bridge built in USSR.

sov/97-57-11-5/10

of the bridges have two traffic levels, i.e. railway on the upper level and vehicular traffic on the lower. Their spans are from 128-228m. Figure 5 illustrates the assembly of steel trussed arch members of a bridge over the river Dnepr. In 1950 Engineer I. Yu Barenboym and Designer/Engineer M.S. Rudenko designed a reinforced concrete bridge over the river Dnepr near Kiev. Members of this bridge were cast on the side nearby. Between 1951 and 1952 the Transmostproyekt. Lentransmostproyekt, TsPKB Glavmostostroy, Soyuzdorproyekt TsNIIS and SoyuzdornII carried out various projects of small assembled reinforced concrete and concrete bridges. Figure 6 illustrates the assembly of a reinforced concrete bridge spanning 18m and carried on two piled supports and Figure 7 a similar pile supported bridge. This type of construction was designed by the TsPKB of Glavmostostroy. There has been extensive development in the design and erection of prestressed reinforced concrete bridges during recent years. (See author's article in Beton i Zhelezobeton, 1956, Nr 5). The assembly of members of a bridge

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Reinforced Concrete Bridge built in USSR. SOV/97-57-11-5/10

spanning 33m and weighing 120 tons is illustrated in Figure 8. A road bridge of 52m span in precast reinforced concrete was designed by Engineers A.S. Bachelis and V.A. Chezhin (See Figure 9). The popularization of this method of construction is primarily due to the MIITA (Institute of Bridge Building) under the leadership of Academician G.K. Yevgrafov and to the Leningrad Mostostroy under the leadership of Engineers G.V. Troitskiy and V.A. Chezhin. There are nine figures.

1. Truss bridges--Construction
2. Reinforced concrete--Applications

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AVAILABILITY:



SOV/97-58-8-1/13

AUTHOR: Kolokolov, N.M., Engineer

TITLE: "Stand" Technology of the Manufacture of Pre-cast  
Pre-stressed Reinforced Concrete Bridge Constructions  
(Stendovaya tekhnologiya izgotovleniya predvaritel'no  
napryazhennykh zhelezobetonnykh proletnykh stroyeniy  
mostov)

PERIODICAL: Beton i Zhelezobeton, 1958, Nr 8, pp 281-285 (USSR)

ABSTRACT: Ministerstvo transportnogo stroitel'stva (The Ministry of  
Transport Construction) used in 1957 only 5 600 m<sup>3</sup> of  
pre-cast pre-stressed constructions which is only 4.3% of  
the total volume of pre-cast reinforced concrete used  
for bridge constructions. Due to the lack of co-ordination  
of various planning, scientific, research and building  
organisations of MPS, Mintransstroy and Glavdorstroy,  
widely differing bridge constructions are produced.  
Ministerstvo putey soobshcheniya (The Ministry of Trans-  
port), Mintransstroy and Glavdorstroy concentrated on  
single type of pre-cast pre-stressed bridge constructions  
based on post-tensioned reinforcement in grouted channels.  
Large batches containing up to 60 wires of 4-5 mm diameter  
were placed in metal casting, the function of which is to  
protect the reinforcement from contact with the concrete.

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SOV/97-58-8-1/13

"Stand" Technology of the Manufacture of Pre-cast Pre-stressed Reinforced Concrete Bridge Constructions

The tensioning of reinforcement was carried out after hardening of the concrete by means of special hydraulic jacks of 60-90 ton capacity, constructed by TsNIIS. Standard bridge constructions spanning 12 - 33 m were designed for road and railway bridges. In 1956, a bridge over the River Moskva was built from pre-stressed reinforced concrete spanning 42.3 m. In 1957, the Ministry of Transport and the Ministry of Transport Construction carried out inspection of built pre-stressed reinforced concrete bridges and found that this type of construction is not satisfactory. A large number of cracks in concrete beams and in places of anchoring of reinforcement were found. Also, water was found in channels and considerable corrosion of reinforcing batches. As a result of investigations carried out into constructions where the reinforcement is positioned in grouted channels, the Mintransstroy designed new constructions and developed manufacturing technology of pre-stressed reinforced concrete large-span bridges with reinforcing batches placed in open channels with subsequent tensioning and "stand" method of production with pre-tensioned reinforcement. Method of

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SOV/97-58-8-1/13

"Stand" Technology of the Manufacture of Pre-cast Pre-stressed Reinforced Concrete Bridge Constructions

post-tensioning of reinforcement was used during the construction of the Novo-Arbatskiy Bridge in Moscow in 1957. Large-span constructions reinforced with batches placed in open channels were used in quantities during the construction of concrete trestles in a bridge construction over the River Moskva in Luzhniki and also in the case of Krasnopresnenskiy Viaduct in Moscow. In the first case the beams were spanning 22.2 m and in the second case 26 - 35 m. In 1957 and especially during 1958, Mintransstroy widely increased the "stand" production method of tensioned trusses. This technological method was started by TsPKB of Glavmostostroy as far back as 1948, but it was not fully developed until it was based on new assumptions worked out by the Department of Bridge Building of MIIT under the leadership of the member ASiA of USSR, Professor G.K.Yefgrafov. This method is also described in an article by L.I. Losilevskiy and M.N. Mal'ko in Beton i Zhelezobeton, 1956, Nr 9 and 1957, Nr 1. Investigations carried out by the above institute in regard to tensioned large-span constructions reinforced by straight batches in the low

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SOV/97-58-8-1/13

"Stand" Technology of the Manufacture of Pre-cast Pre-stressed Reinforced Concrete Bridge Constructions

part of the section showed that this method of reinforcing trusses of railway bridges could be used up to the span of 20 - 23 m. When large-span trusses of more than 23 m are required, then in addition to low-level reinforcement, top batch reinforcement is also required. For trusses spanning more than 25 m, it is necessary to use curved batch reinforcement. The Department of Bridge Building MIIT, Lentransmostproyekt and Mostotrest were engaged in improving constructions of stands for casting of these long road and railway bridge trusses. The stand developed by MIIT provides for simultaneous tensioning of all batches by means of battery of hydraulic jacks (illustrated in Figure 1). A similar stand, for simultaneous casting of two trusses each 22.9 or 18 m long was designed by Lentransmostproyekt. A stand for trusses reinforced both on the top and the bottom is used by the Orsk Casting Yard of Mostotrest. This stand could accommodate 33 m long truss and its total length is 135 m (Figure 2). Figure 3 illustrates preparation of the reinforcement for trusses spanning 23 m. The operatives of Mostotrest developed a

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SOV/97-58-8-1/13

"Stand" Technology of the Manufacture of Pre-cast Pre-stressed Reinforced Concrete Bridge Constructions

more effective stand construction which allows casting of trusses up to 70 m long; furthermore, these stands provide for a continuous flow of production. For these stands, hydraulic jacks are required of 500-ton capacity. Figure 4 illustrates a scheme for frame stand used by Glavmosstroy and also on the construction of Kremenchug Hydroelectric Power Station. Reinforcement used on these stands could have batches with up to 32 wires which are tensioned by the help of jacks, type TsNIIS, with 90-ton capacity. The yearly output of such a stand is 30 trusses, which represents 500 m<sup>2</sup> of tensioned reinforced concrete. In the construction of the viaducts in Moscow, under the leadership of Engineer F.P. Makeyev, the pre-stressed trusses, 24 m long, are made by a different method. Tensioning of the batches of reinforcement consisting of twenty-four 5 mm diameter wires is carried out by double-action hydraulic jacks of 60-ton capacity. The anchoring details of the casting frame are illustrated in Figure 6. Tensioning of 12 batches for a 24 m long truss of channel section requires 6 - 8 hours and completion

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"Stand" Technology of the Manufacture of Pre-cast Pre-stressed  
Reinforced Concrete Bridge Constructions

of 1 truss 6 - 7 days, including curing. Building  
organisations of Mostotrest are successfully carrying  
out the programme for 1958 in output of pre-cast  
pre-stressed bridge constructions, which is 70% of the  
total output of bridge trusses produced by Mintransstry.  
There are 6 figures.

Card 6/6

KOLOKOLOV, N.M., inzh.; KEDROV, A.I., kand.tekhn.nauk; PROKOPOVICH, A.G.,  
Kand.tekhn.nauk

High-tensile 30XG2S steel bar reinforcements in bridge construction.  
Bet.i shel.-bet. no.12:541-546 D '60. (MIRA 13:11)  
(Bridges, Concrete) (Reinforcing bars)

KOLOKOLOV, N.M., inzh.; KARELI, L.G., inzh.; PROTSENKO, A.M., inzh.

Making span structures of large bridges on stands. Transp. strol.  
10 no. 12:22-26 D '60. (MIRA 13:12)  
(Nikolayev--Bridges, Concrete)



KOLOKOLOV, N. M.

Cand Tech Sci - (diss) "New designs and advanced methods of construction of railroad bridges." Moscow, 1961. 32 pp; (Ministry of Railways USSR, Moscow Order of Lenin and Order of Labor Red Banner Inst of Railroad Transport Engineers imeni I. V. Stalin); 200 copies; price not given; list of author's works on pp 29-31 (37 entries); (KL, 10-61 sup, 215)

KOLOKOLOV, N.M., inzh.; MIKHIN, N.I., inzh.; PROKOPOVICH, A.G., kand.  
tekhn.nauk; POL'YEVKO, V.P., kand.tekhn.nauk

Study of a prestressed beam with highstrength reinforcing  
bars. Transp. stroi. ll no.5:40-42 My '61. (MIRA 14:6)  
(Girders) (Bridges, Concrete) (Concrete reinforcement)

KOLOKOLOV, N.M.; SKOPICH, V.M., starshiy nauchnyy sotrudnik

New types of high-strength reinforcement in bridge construction.  
Bet. i zhel.-bet. no.10:454-456 O '61. (MIRA 14:12)

1. Rukovoditel' laboratorii zhelezobetonnykh mostov Vsesoyuznogo nauchno-issledovatel'skogo instituta transportnogo stroitel'stva Ministerstva transportnogo stroitel'stva (for Kolokolov).  
(Concrete reinforcement)  
(Bridges, Concrete)

MEL'NIKOV, Yu.L., kand. tekhn. nauk; ZAKHAROV, L.V., inzh.;  
KOLOKOLOV, N.M., inzh.; UKRAINCHIK, M.M., inzh., red.

[Joints of prefabricated reinforced concrete bridge  
span structures] Styki sbornykh zhelezobetonnykh pro-  
letnykh stroenii mostov. Moskva, Orgtransstroï, 1962.  
79 p. (MIRA 17:7)

1. Laboratoriya zhelezobetonnykh mostov TSentral'nogo  
instituta nauchno-tekhnicheskoy informatsii mashino-  
stroyeniya (for Mel'nikov, Zakharov, Kolokolov).

KOLOKOLOV, N.M.

"Concrete in a prestressed spiral band" by [inzh.] V. I. Karpinskii. Reviewed by N.M.Kolokolov. Transp. stroi. 12 no.4:59-60 Ap '62. (MIRA 15:5)

1. Rukovoditel' laboratorii zhelezobetonnykh mostov Vsesoyuznogo nauchno-issledovatel'skogo instituta transportnogo stroitel'stva. (Prestressed concrete)

KOLOKOLOV, N.M., inzh.; RUBINCHIK, I.I., inzh.

Reinforced concrete spans without ballast. Transp. stroi. 12  
no.5:23-25 My '62. (MIRA 15:6)

(Railroad bridges)  
(Prestressed concrete construction)

KOLOKOLOV, N.M., inzh.

Construction of reinforced concrete bridges at the modern  
stage of development. Bet. i zhel.-bet. 8 no.10:437-444  
0 '62. (MIRA 15:11)

(Bridge construction)

KOLOKOLOV, N.M., doktor tekhn.nauk; KEDROV, A.I., kand.tekhn.nauk;  
PROKOPOVICH, A.G., kand.tekhn.nauk; ZINCHENKO, A.A., inzh.;  
BALYUCHIK, E.A., inzh.

Using high-strength rod reinforcements in prestressed bridge  
girders. Transp. stroi. 13 no.6:22-25 Je '63. (MIRA 16:9)  
(Beams and girders)



L 51517-65 EWT(m)/EWP(w)/EWA(d)/T/EWP(t)/EWP(b)/EWP(r) H.W./T

054918127

0549/0555

AUTHOR: Kolokolov, M. M. (Doctor of technical sciences); Kedrov, A. I.  
(Doctor of technical sciences)

18  
2

TITLE: Studies of hot-rolled converter steel as reinforcing metal

SOURCE: Beton i zhelezobeton, no. 12, 1964, 549-555

TOPIC TAGS: steel, fabricated structural metal, general construction

The use of converter steel as structural reinforcement has not been permitted up to now in the USSR, particularly in the case of railroad bridges, which undergo very rigorous stress. However, tests run on converter steels VKSt 3 and KSt 5 by the Central Scientific-Research Institute of Construction have yielded data which would favor the use of converter steels as reinforcement metal in railroad installations.

It was found that in chemical composition and mechanical properties

of VKSt 3 (dead-melt) in small and medium sizes the steel has

from ten-hundred times the strength of

the steel for a temperature range of

satisfactory strength and plasticity; it is true, however, that for

the content of the basic components (C, Mn, Si, steel KSt 5

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ACCESSION NR: AP5018127

State requirements for plasticity.

Designers recommend the use of small-diameter, hot-rolled steel as reinforcement in bridge structures, but with certain limitations in incremental stress. The article includes some technical tests run. Orig. art. has 6 figures, 4 graphs, and 3 tables.

NO REF SQV: 000

SUBMITTED: 00

ENCL: 00

SUB CODE: MM, GO

NO REF SQV: 000

OTHER: 000

JPRS

Card 2/2

KOLOKOLOV, N.M., doktor tekhn. nauk

Technological progress and ways of increasing labor productivity  
in bridge building. Transp. stroi. 14 no:1:13-16 Ja '64.  
(MIRA 17:8)

KOLOKOLOV, N.M., doktor tekhn. nauk; KEDROV, A.I., kand. tekhn. nauk;  
PROKOPOVICH, A.G., kand. tekhn. nauk; BELYUCHIK, E.A., inzh.;  
BELENCHENKO, V.A., inzh.; SUSLOV, F.I., inzh.

Tensioning of rod reinforcement of piling by the electrothermal  
method. Transp. stroi. 15 no.4:22-25 Ap '65.

(MIRA 18:6)

AKSEL'ROD, Isay Solomonovich; AFANAS'YEV, Mikhail Aleksandrovich;  
VEYNBLAT, Boris Markovich; GITMAN, Mark Borisovich, kand.  
tekhn. nauk; DUBROVSKIY, Aleksandr Ivanovich; KAMENTSEV,  
Vladimir Petrovich; KAMINSKIY, Boris Aleksandrovich, kand.  
tekhn. nauk; KOLOKOLOV, Nikolay Mikhaylovich; EPSHTEYN,  
Anatoliy Mordukhovich, prof.; KIRILLOV, V.S., kand. tekhn.  
nauk, red.; GOLUBKOVA, Ye.S., red.

[Road engineer's manual; the construction of bridges and  
culverts] Spravochnik inzhenera-dorozhnika; stroitel'stvo  
mostov i trub. Moskva, Transport, 1965. 735 p.  
(MIRA 18:7)

KOLOKOLOV, N.M., doktor tekhn. nauk, prof.; IOSILEVSKIY, L.I.,  
kand. tekhn. nauk

Calculation of junction of plate with wall in prestressed  
spans. Transp. stroi. 15 no.3:41-43 Mr '65.

(MIRA 18:11)

L 09129-67

ACC NR: AP6031994 (A) SOURCE CODE: UR/0230/66/000/007/0005/0008

AUTHOR: Kolokolov, N. M. (Doctor of technical sciences, Professor); Levin, B. I.  
(Candidate of technical sciences)

ORG: None

TITLE: New methods for building roads in marshy regions of the West Siberian lowlands

SOURCE: Transportnoye stroitel'stvo, no. 7, 1966, 5-8

TOPIC TAGS: civil engineering, highway construction, railway construction, railway bridge, highway bridge

ABSTRACT: The authors discuss new methods used for building railroads and highways through swampy areas. One of the new methods is the use of reinforced concrete trestles instead of roadbeds. This innovation is useful in those areas where sand and pebble conglomerate is hard to procure for firm embankments. Another recent innovation is the use of pile-based prefabricated trestle bridges used both for railways and highways. Studies were carried out by the Central Scientific Research Institute of Communications on the cost, service life and labor expenditure involved in building rail lines and highways using the new methods. The studies show that the efficiency of building trestles depends on the design of the pile supports which in turn is determined by marsh depth and load capacity of the mineral bottom. These data show that 40x40 cm prestressed piles may be used in those areas where the base is sandy and where

Card 1/2

UDC: 625.1:627.17

ACC NR: AP6031994

0

the marsh is not very deep. Where the marsh is deeper than 4 meters, four 60 cm tube-type pile supports must be used. The angles at which various types of piles must be driven are discussed. Tubular piles with closed ends are most efficient in river floodplains since they do not have to be driven very deep. The authors discuss various types of piles with expanding ends designed to increase their load capacity in low-load soil. Bridge spans and various methods for laying roadbeds on them are considered. A study carried out by the Central Scientific Research Institute of Communications shows that rails can be laid on the concrete spans without using ballast beds. The surface of the concrete is covered with epoxy glue which keeps water from seeping in. Such spans are up to 12 m long, 15% lighter than spans using ballast beds and are 20% cheaper. Since Western Siberia has an abundant supply of wood, wooden piles can be used in conjunction with reinforced concrete. The wooden piles can be manufactured near the construction sites which saves money on transportation. The utilization of these methods should make it possible to build roads in very marshy regions of the Western Siberian Lowlands. Orig. art. has: 6 figures.

SUB CODE: . 13/ SUBM DATE: None

Card 2/2 nst



KOLOKOLOV, N.V.; KARPYSHEV, M.S.; PARTIKOVICH, F.V.; STOLPNER, I.S.;  
SHOVKUN, V.Ye.; GAVRILOV, S.M., inzhener, redaktor; PASTER-  
NAK, N.A., inzhener, redaktor; MATVEYEVA, Ye.N., tekhnicheskii  
redaktor; POPOVA, S.M., tekhnicheskii redaktor.

[Production practice in the heavy machinery industry (Novyy Kramatorsk Stalin Machinery Plant at Elektrostal')] Proizvodstvennyi opyt v tiazhelom mashinostroenii. (Novo-Kramatorskii mashinostroitel'nyi zavod imeni Stalina, g. Elektrostal'.) Moskva, Gos. nauchno-tekhn. izd-vo mashinostroit. lit-ry. Vol. 1. 1952. 138 p. [Microfilm]

(MLRA 7:10)

1. Novo-Kramatorskiy mashinostroitel'nyy zavod imeni Stalina,  
g. Elektrostal'.

(Machine-shop practice)

KOLOKOLOV, O.V., inzh.; SAVOST'YANOV, A.V., kand.tekhn.nauk

Mechanized mining of thin steeply pitching seams in the  
Federal Republic of Germany. Izv.vys.ucheb.zav.; gor.zhur.  
no.10:3-12 '58. (MIRA 12:8)

1. Dnepropetrovskiy gornyy institut.  
(Germany, West—Coal mines and mining)  
(Coal mining machinery)

KOLOKOLOV, O.V., gornyy inzh.

Level intervals should be increased. Ugol' Ukr. 2 no.10:44-  
45 0 '58. (MIRA 12:1)

(Mining engineering)

KOLOKOLOV, O. V., Cand Tech Sci -- (diss) "Research into manifestations of mining pressure in layers of steep slopes of the Donetsk Basin with the purpose of establishing rational width of clutches in excavating mechanisms." Kiev, 1960. 14 pp; (Ministry of Higher and Secondary Specialist Education Ukrainian SSR, Kiev Order of Lenin Polytechnic Inst); 150 copies; price not given; (KL, 27-60, 153)

KOLOKOLOV, O.V., gornyy inzh.

Determining the efficient grab range for various mining system  
of steeply dipping seams. Ugol' Ukr. 4 no.12:3-5 D '60.  
(MIRA13:12)

1. Dnepropetrovskiy gornyy institut.  
(Coal mines and mining)

NEKRASOVSKIY, A., prof., doktor tekhn. nauk; KOLOKOLOV, O.V., gornyy inzh.

Use of coal saws in mining thin steep coal seams. Ugol'35 no.10:  
40-42 0'60. (MIRA 13:10)

(Coal mining machinery)

KOLOKOLOV, O.V., kand.tekhn.nauk

Methods of rock pressure control in steeply dipping seams.  
(MIRA 15:2)  
Ugol' Ukr. 6 no.1:10-11 Ja '62.  
(Rock pressure)  
(Coal mines and mining)

KOLOKOLOV, O.V., kand.tekhn.nauk

Tunneling through Mont Blanc. Shakht. stroi. 6 no.7:29-30  
Jl '62. (MIRA 15:7)

(Mont Blanc--Tunneling)



KOLOKOLOV, O. V., kand. tekhn. nauk

Development of thin steeply dipping coal seams without the use  
of supports. Ugol' 37 no.10:53-56 0 '62. (MIRA 15:10)

1. Dnepropetrovskiy gornyy institut.

(Donets Basin--Coal mines and mining)  
(Blasting)

KOLOKOLOV, O.V., kand.tekhn.nauk

Developing steep seams in "Grillo" Mine No. 1-4 (West Germany).  
Ugol'. prom. no.6:85-86 M-D '62. (MIRA 16:2)

1. Dnepropetrovskiy gornyy institut.  
(Rhur Basin—Coal mines and mining)

NEKRASOVSKIY, Ya.E., prof., doktor tekhn. nauk; KOLOKOLOV, O.V.,  
kand. tekhn. nauk

Technology of filling operations in the Central Donets  
Basin Region and ways of improving it. Ugol' 38 no.12:  
14-18 '63. (MIRA 17:5)

1. Dnepropetrovskiy gornyy institut.

NEKRASOVSKIY, Ya.E.; KULOKOLOV, O.V.

Mining steep thin seams with complete filling. Izv. DGI 42:  
157-166 '64. (MIRA 18:11)

KCLCKCLCV, V.

Meat Industry - Accounting

Practice in organizing accounting according to a work sheet. Mias. ind. 23 no. 4, 1952.

9. Monthly List of Russian Accessions, Library of Congress, December 195~~8~~, Uncl.  
2

KOLOKOLOV, V.A., inzh.

Automatic welding of pipe elbows under a layer of a fusing agent. Energ. stroi. no.3:25-26 (13), 1960. (MIRA 14:9)

1. Kotel'no-mekhanicheskiy zavod tresta "Teploenergmontazh".  
(Pipe--Welding)

YEVGRAFOV, G.K., prof.; OSIPOV, V.O., kand.tekhn.nauk; KOLOKOLOV, V.N.,  
inzh.

Fatigue failure of bridge trusses. Put'i put.khoz. 4 no.7:28  
Jl '60. (MIRA 13:7)  
(Railroad bridges)

OSIPOV, V.O., kand.tekhn.nauk; KOLOKOLOV, V.N., inzh.

Data on the effect of residual stresses on the formation of cracks  
in elements of steel bridges. Trudy MIIT no.126:134-142 '60.

(MIRA 13:10)

(Strains and stresses)

(Bridges, Iron and steel)



KOLOKOLOV, V.N., MOLGINA, G.M.

Protecting coatings of bridges. Put' 1 put. knoz. 9 no.7:  
15-16 '65. (MIRA 18:10)

1. Rukovoditel' gruppy Mostoizpytatel'noy laboratorii Moskovskogo instituta inzhenerov zheleznodorozhnogo transporta (for Kolokolov).
2. Starshiy inzh. laboratorii zashchitnykh pokrytiy Vsesoyuznogo nauchno-issledovatel'skogo instituta zheleznodorozhnogo transporta Ministerstva putey soobshcheniya (for Molgina).

YEVGRAFOV, G.K., prof., doktor tekhn.nauk; OSIPOV, V.O., kand.tekhn.nauk;  
KOLOKOLOV, V.N., inzh.

Preventing fatigue failure of the parts of metal bridged. Zhel.-  
dor.transp. 44 no.4:50-52 Ap '62. (MIRA 15:4)  
(Railroad bridges--Testing)

YEVGRAFOV, G.K., doktor tekhn.nauk, prof.; OSIPOV, V.O., kand.tekhn.nauk;  
KOLOKOLOV, V.N., inzh.; ZENKEVICH, V.A., inzh.; IVANOV, A.V., inzh.

Fatigue destruction of the parts of riveted spans of old bridges.  
Trudy MIIT no.154:5-63 '62. (MIRA 16:3)  
(Railroad bridges--Testing) (Strains and stresses)

KOLOKOLOV, V.N.

Rivets must be exchanged in due time. Put' i put. khoz.  
8 no.7:19 '64. (MIRA 17:10)

1. Rukovoditel' gruppy Mostoispytatel'noy laboratorii  
Moskovskogo instituta inzhenerov transporta.

~~KOLOKOLOV, V.P.~~

Temperature in the upper atmosphere according to ionospheric data.

Trudy GGO no.35:21-28 ' 52.

(MIRA 12:1)

(Atmospheric temperature)

(Ionospheric radio wave propagation)

36-58-2/12

AUTHOR: Imyanitov, I. M. and Kolokolov, V. P.

TITLE: Investigating the Distribution of Induced and Free Electrical Charges on Aircraft Surfaces (Issledovaniye raspredeleniya induktsirovannogo i sobstvennogo elektricheskogo zaryada na poverkhnosti samoleta)

PERIODICAL: Trudy Glavnoy geofizicheskoy observatorii, 1956, Nr 58, pp 8-16 (USSR)

ABSTRACT: A study of induced and free electrical charges on aircraft surfaces has two purposes: 1) to determine the position and distribution of instruments and antennas in investigating electrical fields in the free atmosphere with the aid of aircraft and a study the latter's electrical charge, and 2) to determine the conditions surrounding coroning at different points on the surface of an aircraft in order to decrease parasitic effects in radio communications by selecting the right type of receiving antennas and dischargers and choosing the correct location for them. The coroning is caused by external electrical fields and the aircraft's own charging. The investigation is carried out for aircraft the surface conductivity of which is sufficiently large. Tests have shown that coroning conditions on a plane are wholly determined by the latter's design and construction. Even if antennas and other projecting parts are removed the aircraft would still corone while flying through clouds, in landing, and flying close to storm clouds. The usual dischargers may not be effective, since the discharger

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36-58-2/12

Investigating the Distribution (Cont.)

instrumental in discharging the aircraft's own charge does not prevent coroning due to the effect of an external field. Electrostatic interferences on a plane may be eliminated only through a thorough analysis of the effect of the aircraft's form on coroning conditions. There are 6 figures, 1 table, and 3 references of which 2 are Soviet, and 1 is English.

AVAILABLE: Library of Congress

Card 2/2

SOV/169-59-7-7162

Translation from: Referativnyy zhurnal, Geofizika, 1959, Nr 7, p 100 (USSR)

AUTHOR: Kolokolov, V.P.

TITLE: The Loss of Charge in Thunderclouds by Precipitations ✓

PERIODICAL: Issled. oblakov, osadkov i grozovogo elektrichestva. Leningrad, Gidrometeoizdat, 1957, pp 164 - 169

ABSTRACT: The author expounds the results of continuous registrations of the current from precipitations carried out with a device for measuring the field voltage; the graduated plate of the device was replaced by an isolated vessel collecting the rain droplets. The measurements were carried out in 1954 and 1955 during 20 shower rains, in which lightning discharges were observed in 8 cases. The measurements showed that the density of the cloud currents in shower rains fluctuates from  $10^{-15}$  to  $10^{-13}$  amp/cm<sup>2</sup> and in shower rains accompanied by lightnings the current culminates in the value  $10^{-12}$  amp/cm<sup>2</sup>. The electric charges conducted away by the precipitations from the thunderclouds can be commensurated with the charges conducted away by the

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SOV/169-59-7-7162

The Loss of Charge in Thunderclouds by Precipitations

lightning discharges. The existence of several electric centers of different polarity, extension, and intensity in the lower parts of thunder or shower clouds is possible.

Reviewer's note: In the composite table added by the author in p 165, the measuring units are omitted in columns 3 and 5; in column 6, the factor  $10^{-15}$  is omitted at the maximum value of the precipitation current.

N.V. Krasnogorskaya



Card 2/2



KOLEKOLOV, V.P.

~~Radial characteristics of clouds and thunderstorm activity. Study~~  
GGG no. 67:129-130 '57. (MIRA 11:4)  
(Radar meteorology) (Clouds)

KOLCHAKOV, V. P.

PAGE I BOOK INFORMATION		807/1516
Leningrad, Glavna geofizicheskaya observatoriya		807/1516-97
Voprosy atmosfery i klimatologii (Problems in Atmospheric Electricity)		
Leningrad, Glavna geofizicheskaya observatoriya, 1960, 113 p. (Series: 1961 Study, 77, 97)		
Kritika ally inserted. 1,000 copies printed.		
Sponsoring Agency: USSR. Glavna geofizicheskaya observatoriya study.		
No. (Title page): 1. M. Izrael, Candidate of Physics and Mathematics;		
M. (Title page): 2. V. Kolchakov, Tech. Ed., I. V. Volkov.		
SUMMARY: This publication is intended for meteorologists and scientists concerned with the problems of atmospheric electricity. The book can also be used by graduate students at hydrometeorological institutes and by university students studying physics of the atmosphere.		
CONTENTS: This issue of the Transactions of the Main Geophysical Observatory		
No. 41, Voprosy, contains works on problems in atmospheric electricity		
written from 1954 to 1960. Individual articles deal with the electrical phenomena associated with thunderstorms, clouds, rain, and fog. Observational techniques and instruments used are described. No generalities are mentioned. References accompany individual articles.		
Kolchakov, V. P., and I. A. Sviridov. Measurement of Rain Charges in		
Voprosy 1954-1960	43	
Kolchakov, V. P. Changes in the Charges of Drops During	43	
Evaporation	43	
Kolchakov, V. P., and V. A. Kozlov. Electrical Charges of	43	
Drops in Fog and Clouds	43	
Kolchakov, V. P., and V. A. Kozlov. Electrical Characteristics	63	
of the Atmosphere During Fog	63	
Zavitskiy, A. M. Investigation of Components of Vertical Electric	87	
Current in the Ground	87	
Zavitskiy, A. M., and S. V. Boykov. On the Theory of an Electromotive	97	
Force	97	
Zavitskiy, A. M. Investigation of a Galvanic Path for Model	101	
Measurements in the Research on Atmospheric Electricity	101	
Zavitskiy, A. M., and A. I. Prizina. Simplified Recording of	104	
the Potential Gradient of the Atmospheric Electrical Field	104	
Zavitskiy, A. M. Distribution of Light and Medium Ions in the	106	
Atmosphere According to Their Mobility and Concentration	106	
AVAILABILITY: Library of Congress		
Card 1/1		
28/10/1960		
10-11-60		

S/531/62/000/136/004/007  
A052/A101

AUTHORS: Kolokolov, V. P., Semenov, K. A.

TITLE: Observations of corona currents from an artificial point  
at Voyeykovo

SOURCE: Leningrad. Glavnaya geofizicheskaya observatoriya. Trudy.  
no. 136, 1962. Atmosfernoye elektrichestvo, 53 - 61

TEXT: The article summarizes the results of observations carried out during summer periods 1958 - 1960 by the Main Geophysical Observatory at Voyeykovo. The amount of point discharge currents received by the earth is evaluated and their dependence on the field intensity and the force of wind is considered. To measure the point discharge a device built on a double triode 6H8 (6N8) was used. The point 60 mm long and 1 mm in diameter was fixed on an 1.5 m metal pipe which was mounted on the roof. The total height over the earth surface was 10 m. In 1960 the point was replaced by a standard form point 50 mm long and 9 mm diameter at the base. The current and at the same time the electric field intensity

Card 1/3

Observations of corona currents .....

S/531/62/000/136/004/007  
A052/A101

medium velocities an intermediate form. In general the dependence of the point discharge on the wind velocity is fairly obvious whereas the dependence on the potential gradient is perfectly clear. There are 3 figures and 6 tables. ✓

Card 3/3

ACCESSION NR: AT4011511

S/2531/63/000/146/0021/0027

AUTHOR: Kolokolov, V. P.; Pichakhchi, G. I.

TITLE: The level of atmospheric interference and certain peculiarities of thunderstorm activity

SOURCE: Leningrad. Glavn. geofiz. observatoriya. Trudy\*, no. 146, 1963. Atmosfernoye elektrichestvo, 21-27

TOPIC TAGS: atmospheric interference, atmospheric electricity, thunderstorm, thunderstorm activity, lightning, lightning discharge, atmospheric discharge, storm recording device, storm duration, meteorology

ABSTRACT: An attempt was made to find a correlation between the intensity of atmospheric interference (the number of lightning discharges) and the climatological characteristics of thunderstorm activity. An attempt was also made to establish relations among these climatic characteristics as they are observed over an extensive territory. The solution of the first part of the problem involved in question: with what climatological characteristics can atmospheric interference be most conveniently compared? At first, the authors compared the number of lightning discharges, recorded by a PRG-1 storm recording device, with

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ACCESSION NR: AT4011511

climatological characteristics, finding, in this way, the values of the correlation factors between the sum monthly number of discharges recorded by the device (threshold of sensitivity: 1.5 v; approximate effective radius: 20 km; passband: 6 kc; frequency band: 60-66 kc) on the one hand and the sum monthly number of days with storms and the sum monthly duration of the storms in hours on the other hand (for Tbilisi and Sverdlovsk, summer season, 1960). As atmospheric interference characteristics, the authors used material on the number of the atmospheric discharges recorded during the summer season of 1961 at Sverdlovsk, Odessa and Leningrad. This recording was made with a PRG-1, with the sole difference that this device was more sensitive and had a broader band (2-20 kc). It soon became apparent that, for the authors' purposes, a climatological characteristic such as the sum duration of the storms (in hours) was most convenient. The authors qualify a certain part of the conclusions by stating that their results pertain to atmospheric which give rise to large field intensities and which, consequently, are generated by nearby thunderstorms. With regard to atmospheric of low threshold values (below 100 millivolts/meter, for example), these may arrive from great distances, exceeding the delimitations of the territory selected. Moreover, the level of these atmospheric will, to a considerable degree, depend on superlongwave propagation conditions; that is, on the state of the ionosphere. The authors discovered, in

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ACCESSION NR: AT4011511

general, the maximum sum duration of thunder storms in elevated and adjacent regions. There is, naturally, a tendency toward an increase in the level of atmospheric interference as the latitude of the observation point decreases. However, there are local regions which constitute exceptions to this general law. It should also be noted that in regions with a large percentage of stormy days, or with a large number of storms, the storms themselves are, on the average, of greater duration. In this connection, however, it is interesting to note that there is no correlation between the number of thunderstorms and their mean duration (see Fig. 1 of the Enclosure). It may be assumed, the authors claim, that the plotting of storm duration charts would be useful for an estimation of the number of electrical discharges per unit area, provided the proper reference readings are taken at several points within the European Territory of the USSR. Orig. art. has: 6 figures and 2 tables.

ASSOCIATION: Glavnaya geofizicheskaya observatoriya, Leningrad (Main Geophysical Observatory)

SUBMITTED: 00

DATE ACQ: 20Feb64

ENCL: 01

SUB CODE: ES

NO REF SOV: 002

OTHER: 000

Card 3/4

KOLOKOLOV, V.F.

World distribution of the number of lightning discharges. / Trudy  
GGO no.177:10-12 '65.

Some characteristics of the discharge activity of thunderstorms  
in the middle latitudes. Ibid.:13-22 (MIRA 18:8)

KOLOKOLOV, V.P.; SIMONOVA, R.I.

Methodology of constructing maps of lightning discharges. Trudy GGO  
no.177:23-30 '65. (MIRA 18:8)



KOLOKOLOV, Viktor Petrovich; TATUYKO, I.I., red.

[It's storming around the planet] Grozy idut po planete.  
Leningrad, Gidrometeoizdat, 1965. 124 p. (MIRA 18:12)

ACC NR: AT6014848 (N) SOURCE CODE: UR/2531/66/000/188/0003/0010

AUTHOR: Kolokolov, V.P.; Barkalova, K.N.; Kuprovich, V.V.; Kutyavin, V.A.; Simonova, R.I.

ORG: None

TITLE: On a more precise method of mapping the number of lightning flashes

SOURCE: Leningrad. Glavnaya geofizicheskaya observatoriya. Trudy, no. 138, 1966. Atmosfernoye elektichestvo (Atmospheric electricity), 3-10

TOPIC TAGS: atmospheric electricity, thunderstorm activity, lightning, ~~lightning occurrence~~ WEATHER MAP

ABSTRACT: The paper discusses improved methods for mapping the geographical density of lightning flashes. Lightning discharge counters with a known effective registration radius (defined as the maximum one within which all discharges are registered), were used. An expression for the effective radius, derived for wide band (2-20 kc) counters from a previously published (referenced) paper of L.G. Makhotkin, was too sensitive to its coefficient's errors; therefore, simultaneous registration with a narrow band (56-62 kc) counter was employed. Thunderstorm activity was expressed as the monthly number of discharges per 100 km<sup>2</sup> of the recording station vicinity area. Thunderstorm activity over the North Atlantic has been also evaluated from British MGG and MGS (unreferenced) radiolocation data. Dependence of thunderstorm activity, in

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ACC NR: AT6014848

APPROVED FOR RELEASE: 09/18/2001 CIA-RDP86-00513R000823910018-9  
form of number of discharges per 100 km<sup>2</sup> per month and number of thunderstorms per month, - vs. a temperature-humidity index "te" was determined and established. The temperature-humidity index chosen was represented by the product of the temperature in °C x absolute humidity in millibars. Comments on further development are given. Orig. art. has: 2 figures, 3 formulas and 4 tables.

SUB CODE: 04/ SUBM DATE: None/ ORIG REF: 006/ OTH REF: 007

Cord 2/2

KOLOKOLOV, V. S.

ZOZULYA, V.N.; KOZUBOV, A.S.; LOSKUTOVA, R.F.; CHERNOZHUKOV, K.N.;  
YAROSHENKO, P.D.. Prinsipal uchastiye: SITHYUK, S.N.. KOLOKOLOV,  
V.S., prof., red.

[Chinese-Russian dictionary of scientific and technical terms]  
Kitaisko-russkii slovar' nauchnykh i tekhnicheskikh terminov.  
32000 terminov. Pod red. V.S.Kolokolova. Moskva, In-t nauchn.  
informatsii Akad.nauk SSSR, 1959. 568 p. (MIRA 13:2)  
(Chinese language--Dictionaries--Russian)  
(Science--Dictionaries)  
(Technology--Dictionaries)

PEVZNER, M.I.; KOLOKOLOV, V.S.

Protective casing for drums of wire-drawing machines. Sbor.rats.  
predl.vnedr.v proisv. no.5:39 '60. (MIRA 14:8)

1. Zavod "Krasnyy Profintern".  
(Wire drawing--Equipment and supplies)

KOLOKOLOV, V.V.

SOV/112-59-5-9052

18(5), 8(5)

Translation from: Referativnyy zhurnal. Elektrotekhnika, 1959, Nr 5, p 91 (USSR)

AUTHOR: Rabinovich, M. S., Kolokolov, V. V., and Levitan, M. Ye.

TITLE: Automatic Equipment of Mine Water-Pumping Outfits Should be Improved

PERIODICAL: Ugol' Ukrainy, 1958, Nr 4, pp 42-45

ABSTRACT: The "Krasnyy metallist" plant, Konotop, manufactures AVV-3 high-voltage automatic equipment for water-pumping outfits only of a regular mine type. This fact excludes the possibility of using the equipment outside the near-shaft installations, in gas- and dust-hazardous mines. There are many pumping plants with a high-voltage drive situated at the extremes of the mine field and at the levels lower than the shaft yard. These water-pumping outfits could not be automated until recently because of the above reasons. Now this problem is being successfully solved by means of AVN-1 equipment manufactured by the "Krasnyy metallist" plant; the equipment is explosion-proof and is intended for automating water-pumping installations with low-

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SOV/112-59-5-9052

Automatic Equipment of Mine Water-Pumping Outfits Should be Improved

voltage motors. The Giprougleavtomatizatsiya Institute has modernized this equipment for use in automating high-voltage water pumping. The cost of automation as compared to that with the AVV-3 equipment is lower by 25-30%. The principal scheme for controlling high-voltage water pumps by means of the modernized AVN-1M equipment is presented, as well as a description of its functioning in the pumping plant at the number 1 slope of No. 5-6 shaft imeni Dimitrov, Donbass.

S.A.P.

Card 2/2

KOLOKOLOVA, G. V.

PHASE I BOOK EXPLOITATION SOV/5543

Moscow. Tsentral'nyy institut prognozov

Voprosy diagnoza i prognoza nizkoy oblachnosti i obledeneniya samoletov (Problems in the Diagnosis and Forecasting of Low Cloud Formations and Icing On Aircraft) Moscow, Gidrometeoizdat (Otd-niye), 1959. 92 p. (Series: Its: Trudy, vyp. 80) Errata slip inserted. 800 copies printed.

Sponsoring Agencies: Glavnoye upravleniye gidrometeorologicheskoy sluzhby pri Sovete Ministrov SSSR; Tsentral'nyy institut prognozov.

Ed. (Title page): N. V. Petrenko; Ed. (Inside book): M. I. Sorokina; Tech. Ed.: I. M. Zarkh.

PURPOSE: This publication is intended for synoptic meteorologists at aviation meteorological stations and other weather-service organizations. It may also be of interest to theoretical research workers in meteorology.

COVERAGE: The first four articles of this issue of the Transactions of the Central Institute of Weather Forecasting deal with conditions Card 1/3

APPROVED FOR RELEASE: 09/18/2001

CIA-RDP86-00513R000823910018-9

Problems in the Diagnosis (Cont.)

SOV/5543

associated with the formation and forecasting of cloudiness in the low cloud level. The results obtained from balloon and aircraft soundings are presented. The conditions of aircraft icing in clouds are analyzed in two articles and the possibilities of forecasting the relative humidity are evaluated. No personalities are mentioned. References follow individual articles.

TABLE OF CONTENTS:

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Gogoleva, Ye. I. Changes in Dew-Point Deficit Before the Appearance and Dispersion of Cloudiness Below Altitudes of 600 m	42
Kolokolova, G. V. Determination of the Transfer Level in Forecasting Low Cloudiness	58

Card 2/3

ZAKHARIK, Ye.; ANTIPOV, B.; KIRSANOV, S.; KOLOKOLOVA, M.; BELIK, P.;  
SIDEL'NIKOVA, Z., red.; NEMYTOV, V., tekhn.red.

[City of Orel] Gorod Orel. Orel, Orlovskoe knizhnoe izd-vo,  
1958. 122 p. (MIRA 14:6)  
(Orel—Description)



S/179/61/000/006/011/011  
E032/E514

**AUTHORS:** Zhukova, L.A., Kolokolova, N.A. and Sukhnev, V.A.  
(Moscow)

**TITLE:** Measurement of small pressure differences in rarefied gases

**PERIODICAL:** Akademiya nauk SSSR. Izvestiya. Otdeleniye  
tekhnicheskikh nauk. Mekhanika i mashinostroyeniye,  
no.6, 1961, 174-177

**TEXT:** This paper is concerned with the selection of manometers and manometric fluids for the measurement of small pressure differences in rarefied gases. The particular type of manometers which is considered by the present authors is the U-tube manometers of the two-liquid type with either one or two separation surfaces and a reservoir in each limb. A brief survey is given of the published Soviet literature on this subject, together with an account of some versions of the U-tube manometer used by the authors. In the latter work they have made a detailed study of manometers filled with combinations of ethers of the meta-phenyl-diacetic acid and polyorganosiloxane liquids. In this Card 1/2

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way it is possible to obtain different pairs of immiscible liquids with density differences between 0.2 and 0.07 g/cm<sup>3</sup>. In particular, they have investigated the polymethylsiloxane liquid ПМС-10 (PMS-10) and polyethylsiloxane liquid "2" in combination with the diamyl ether of the meta-phenyl-diacetic acid and the dimethyl ether of the meta-phenyl-diacetic acid, respectively. The theory of the two-liquid U-tube manometer is said to have been given by N. I. Belik (Ref.1: Instruments for the measurement of small differences of gas pressure, Mashgiz, 1957). The present authors make use of this theory to estimate the possible experimental errors for two-liquid manometers with one and two separation surfaces. Criteria are derived which may be used to decide whether one or two separation surfaces can be used with greater advantage. Curves are reproduced showing the variation in the absolute error for different manometer parameters. There are 4 figures, 1 table and 5 Soviet-bloc references.

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